

Greetings Rules Ratification Committee (RRC) members,

We present to you a group of changes to the Rules Package. These changes are 100% directed at allowing the inclusion of the G240RC as an engine option in our Rules Package. For clarity, we fully support and advocate the inclusion of the G240RC as an engine option. We have included a supplementary document providing background of the G240RC and past efforts to include the engine as an option, along with more recent evaluation and details. What we are presenting for your consideration are the changes to our Rules Package to allow the inclusion to take place.

The RRC is tasked with approving or not approving the following changes to the QSAC Rules Package to allow the inclusion of the G240RC in the QSAC Rules Package as engine option.

Proposed changes:

- A. ENGINE SECTION, line item #3:
From: Approved engines are as follows: Zenoah G-23RC/G230RC (2019-1-1)
To: Approved engines are as follows: Zenoah G-23RC/G230RC, and Zenoah G240RC.
- B. ENGINE section, line item #8:
From: All pre-manufactured gaskets made specifically for the Zenoah engines will be legal. Scratch built gaskets will NOT be legal. Exceptions are noted in item #9
To: All pre-manufactured gaskets made specifically for the Zenoah G-23RC/G230RC engines will be legal. Scratch built gaskets will NOT be legal. G240RC must use OEM gaskets. Exceptions are noted in item #9
- C. ENGINE Section, line item #9:
From: On all engines, any type of gasket sealant, provided it can be easily removed during the tech inspection process without using tools to separate. Sealant may be applied to either or both sides of the gasket located between the cylinder and the phenolic intake block. In addition, on the G230RC engine only, gasket sealant may be applied to either or both sides of the gasket located between the cylinder and crankcase
To: On all engines, any type of gasket sealant, provided it can be easily removed during the tech inspection process without using tools to separate, may be used. Sealant may be applied to either or both sides of the gasket located between the cylinder and the phenolic intake block. In addition, on the G230RC engine only, gasket sealant may be applied to either or both sides of the gasket located between the cylinder and crankcase.
NOTE: this is a clerical change and not a resultant of the G240RC as an engine option.
- D. ALLOWABLE ENGINE CHANGES section, line item #5:
From: Bearing replacement must be equivalent type & size, completely metallic ball bearing, non-shielded, non-sealed.
To: Bearing replacement must be equivalent type & size, completely metallic ball bearing, non-shielded, non-sealed.
G240RC must maintain all three crankshaft bearings.
- E. ALLOWABLE ENGINE CHANGES section, line item #6:
From: Gaskets must be pre-manufactured specifically for the Zenoah engines, No scratch made gaskets.
To: Gaskets must be pre-manufactured specifically for the Zenoah engines, **No scratch made gaskets. G240RC must use OEM gaskets.**
- F. ALLOWABLE ENGINE CHANGES section, line item #7
From: Sealer is allowed **only** on the gasket between the Cylinder & Crankcase, & on the gasket between the Cylinder and Phenolic Block. The sealer must be removable and non-permanent type.
To: **For the G-23RC and G230RC, sealer is allowed only in two locations; on the gasket between the cylinder and crankcase, and on the gasket between the cylinder and phenolic block. The G240RC is only allowed to use sealer on the gasket between the cylinder and phenolic block. For all three engine options, the sealer must be removable and non-permanent type.**
- G. ALLOWABLE ENGINE CHANGES section, line item #8:
From: Cylinder Bolts, (No Washers Allowed)
To: Cylinder Bolts, (No Washers Allowed); **this applies to the G-23RC/G230RC only. G240RC must maintain OEM captured bolt/washers assembly.**

- H. ENGINE TECHNICAL INSPECTION, PROCEDURE, IGNITION TIMING section:
From: (G23-RC/G230RC) – Rotate the flywheel counterclockwise, the leading edge of the first magnet lines up with the back edge of the coil -- check alignment carefully-- read dial/refer to the chart.
To: (G-23RC/G230RC, G240RC) – Rotate the flywheel counterclockwise, the leading edge of the first magnet lines up with the back edge of the coil -- check alignment carefully-- read dial/refer to the chart.
- I. ENGINE TECHNICAL INSPECTION, Specifications Chart:
Add ", and G240RC" to the far right column header.
- J. TECHNICAL SPECIFICATIONS, GRAND NATIONAL STOCK CARS, ENGINE section, line item #1:
Add ", and G240RC" to the list of allowed engines.
- K. TECHNICAL SPECIFICATIONS, SPORTSMAN STOCK CARS, ENGINE, FILTER, VELOCITY STACK section:
Add: ", and G240RC" to the list of allowed engines.
- L. TECHNICAL SPECIFICATIONS, SPRINT CAR, ENGINE section:
Add: ", and G240RC" to the list of allowed engines.

These changes are intended to be all-inclusive. When you vote, you are voting for the adaptation of all of these changes as a whole, or none of these changes as a whole.

We look forward to healthy discussion and banter about this rules change and are available for any and all questions.

Thank you,
Denny Andrews Jr.
Todd Bishop
QSAC Co-Chairs